

Twice a Month!



messing about in BOATS

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messing about in BOATS

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Our Next Issue...

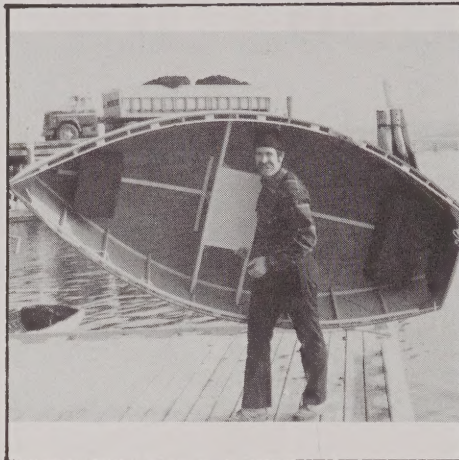
Promises, promises... Each issue I try to estimate what will be in the next and don't always hit it too closely. Yes I do know pretty much what is lined up, but new stuff keeps turning up. Not a very structured way to run a magazine? But fun. So, next issue will have another Tom McGrath story on cruising in his old Townie, this one to an island. And we'll include the story on that boat promised for this issue. Then there's an article on the pleasures of a Lowell surf dory, some better photos of Bill Gribbel's new pulling boat. Then, if... some of the following as they fit: DN iceboat racing in mid-January; that interview with Larry Zuk on his life in canoeing, or with Roland Evans on his steamboating, or the Zammarelli's winter liveaboard experiences. Promises, promises...

On the Cover...

the people who sail Townies seem to have so much loyalty to their often aged craft, like Tom McGrath in the continuation of his Townie to P.Town in this issue. What is it about this 50 year old design that has such enduring appeal? Next issue we'll answer that one.

Commentary

BOB HICKS



Variety is the spice...

The enduring charm of messing about in boats seems to rest to a large degree upon the ongoing and everchanging variety of craft, particularly small craft, that is available to us. A few issues ago I mentioned that subject in this column in connection with the Mystic Seaport collection. Most other artifacts of our society that attracted any sort of following eventually went the mass production route, to the advantage of the convenience of the mass of the public, but with the loss of the charms of individuality.

Automobiles. Today they are appliances to serve mundane tasks of transport. Originally they were conceived for that very purpose, but so many people got into the business with so many different concepts of what an automobile should be, that the variety of offerings was mind boggling. Firms made hundreds of cars a year, not millions. The choice offered was incredible. Ford soon found this was not financially rewarding enough and his pioneering with the Model T set the stage for the appliance of today. Now we find that collecting antique or vintage cars is a growing new recreation, so many people who grew up in the days when you could tell one make from another, are nostalgia tripping by acquiring the remaining relics and restoring them.

Well, boats too have gone the mass production route with similar results in appliance features, BUT, a whole lot of small shops hung on in the face of this and thus we still have out there a truly broad choice of boats in all categories. From the production line look-alikes to the fancy fine furniture wooden collectors items. So the charm remains.

An encouraging thing about this is that this holdover of resistance to mass production is not entirely based on old timers still doing it their way. While they still exist, thank God, these men who built 40 or 50 years ago and still do, they are far outnumbered today by younger

generation people, including now many women, taking up the small shop, individualistic approach to boat building. The resurgence of interest in wooden boats has influenced this but the new smaller shops are building in plastic and metal too.

Today's small shops are surviving in many cases on the edge of financial failure but hope springs eternal. The wooden boat purists are building old time elegance still, the modernist wooden boat builder is using wood and plastic to obtain some of the best attributes of both. The guys building in aluminum and steel are creating unique small craft too, I'm not thinking here in terms of aluminum Grumman canoes and such. That's production stuff.

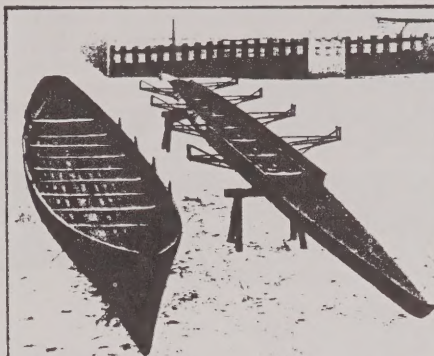
I like the individualistic sort of building, my disinterest in production boats is not a criticism of their usefulness, they are just boring that's all. Like cars, they all look the same, and the "individuality" they attempt is based on sticking on color graphic paint jobs or bits of fancy wood trim. Like cars, they serve the vast majority of the involved public. I've often contemplated the sad state our economy would be in were most people like me, a non-consumer. We'd be back in the depths of the '30's still. And I've also been so thankful that so many people do want to pursue the career chase in trades that provide me with just about anything I can think of needing, so I don't have to. And so I'm attracted to these impractical people who have chosen to keep on building, or start up building, small boats in their own little shops. I like the boats they are coming out with even though I obviously will not ever be a customer for them all. The fact that there are so many interesting boats being built adds so much flavor to messing about in boats, just seeing them or reading about them, maybe even trying out some on occasion. It isn't necessary to own them to enjoy their presence.



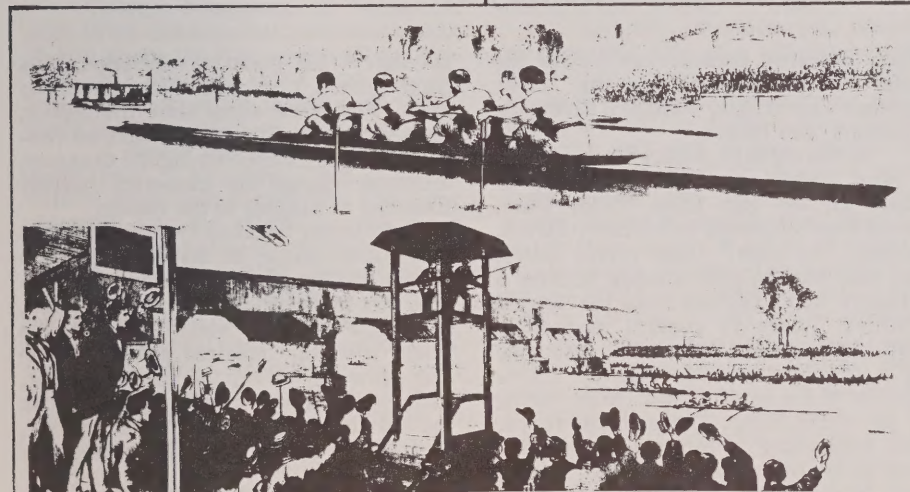
Good Winter Reading

A SHORT HISTORY OF AMERICAN ROWING

Tom Mendenhall, the author of this informative little book, happens to be a reader of MESSING ABOUT IN BOATS, and he sent us a copy of his book for review. I'm glad he did, for my knowledge of the background of rowing for sport is superficial indeed. Tom very succinctly discusses how this particular form of outdoor sport, which happens to have the longest continuous run of any existing sports, developed from what was simply work beforehand. The English gentry at Oxford and Cambridge Universities got it going around 1820, but it was quickly adopted by Americans. The original boats were similar to the Whitehall water taxis of New York, in fact Yale got into rowing when one undergraduate bought a Whitehall for \$30 and took it to school!



The Oxford shell of 1829, on the left, shows the narrow seat or thwart and the wooden thole pin fixed on the gunwale. The shell of a century later still has wooden thole pins on the outriggers instead of swivels.



With its supreme confidence in material progress, the 19th century invented the International Exhibition. In 1876 Philadelphia was the obvious place and time for America's first one. Only two sports were featured—sailing and rowing. The race for International Amateur IVs (over a mile and half straightaway) included a dozen American clubs, crews from Columbia and Yale, and three crews from abroad. In one of the semifinals, Yale (with Bob Cook steering from bow) lost to the London Rowing Club IV by five feet in the best time of the regatta (8:51.2).

A really weird twist about rowing for sport is that its professional period is long gone. It became professionalized not long after the Civil War and drew very large spectator crowds in the latter part of the 19th century to match races between famed oarsmen. Gambling influences eventually brought down the pro sport and by then the colleges and private boat clubs had taken full grip on the sport. And so today, rowing remains a really amateur game.

The evolution of the boats into the present day forms was interesting, it was the development of the sliding seat which brought on the major changes. The early fixed seat rowing developed a certain style of back muscle effort and when someone fitted a wide seat and greased the oarsman's trousers, a new concept developed, using the leg muscles.

Well, Mendenhall's book is not an exhaustive review of the sport's history, it covers it all in about 50 pages with illustrations and photos. Then the second half is an appendix listing the complete results of many major rowing regattas that have survived over several generations. An extensive bibliography is included for those wishing to pursue the subject in greater detail. In all the 125 page book is well worth the price if you want to know more about the sport of rowing which seems to be coming into a new popularity today.

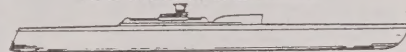
Mendenhall has all the remaining books available directly, \$14.95 for the hardcover, \$7.95 for the paperback. \$1.50 additional per copy for postage is also needed. Discounts for bulk lots are also offered. Contact Thomas Mendenhall, RFD 501, Vinyard Haven, MA 02568.

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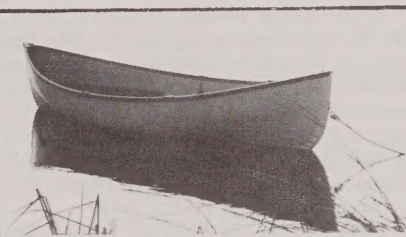
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Canoeing on the Charles... gone are the days!

For about twenty fabulous years, 1900 to 1920, canoeing on the Charles River in Massachusetts as a sport and favorite pastime was big business. Thousands of canoes were afloat on the water during pleasant Saturdays, Sundays and holidays. There was much listening to band concerts, watching of fireworks, staying out all night on the river.

During all this heyday afloat, few if any rivers in the country saw as many canoes as did the Charles--once lovingly known as Quineboquin by the ancient Algonquin Indians. Canoes houses in this

busy, carefree period--just before the noisy automobile--dotted the river between Cambridge, Waltham, Riverside Needham, and Natick.

In the old days, before the damming, it was possible to paddle 65 miles by canoe all the way from Willow Dam, above West Medway, to Boylston Street, Boston. The time? About twenty hours. But that was before canoeing became a pleasure and a fashion along the languid Charles. There is general agreement that what whetted interest in canoeing as a practical pastime was the introduction of the exciting war canoe racing in the early 1900s. These annual races, plus completion of Norumbega as a fine park in the same general period, heightened interest in river sports. Along with the opening of this park to the public went the erection of a boathouse there in 1898. As canoeing quickly gained in popularity, other boathouses sprang up until at least they fairly dotted the river, perhaps with heaviest concentration being in that picturesque area of bends in the river that stretched from Riverside to Waltham.

Earl H. Ordway, who for many years coached the Lasell Junior College canoe club, vividly remembers a certain afternoon in the summer of 1903, "When I went down to the bridge at Riverside station. You simply could not see the river for canoes. There was a band concert going on and many hundreds of onlookers surrounded the area, reclining in their canoes, enjoying the open air and the festive music.

Mr. Ordway became head of Lasell's canoe coaching staff in 1911. He has some fond memories of how "wonderful it was to take a trip in an open trolley from Boston, hire a canoe at Riverside for about 25¢ an hour, and paddle your best girl up and down the river.

About this time, an unusual custom was ushered in. It involved the towing of a big scow, two or three bands would be

playing. A big piano was included. This happy event occurred every Saturday night. For quite some time thereafter, anywhere from fifty to two hundred canoes would be hitched up behind the scow, following along, the canoeists happily listening or singing to the music.

"I know, because I was piloting that motorboat. Some of the leading boathouses and canoe organizations were behind this innovation, which, I should add, was quite popular while it lasted. We would tow this musical procession up and down the river, the bands playing, many of the canoeists singing along with the musicals, by means of two ropes, they got a relaxing free ride behind that scow."

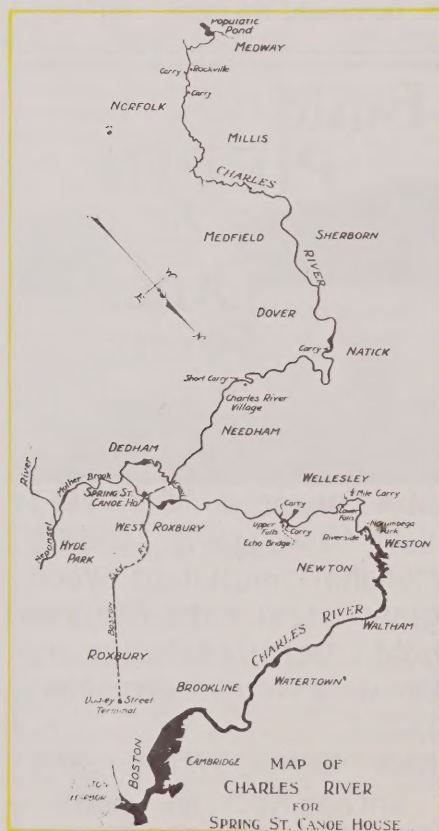
At the time, Ordway recalls, there were nine boathouses in Auburndale alone. Canoeing became so popular and the waters so crowded that accidents happened. The police fished many a couple out of the water.

"In fact, before the police patrol came, there were quite a few drownings. The patrols were a success, however, in that their coming radically reduced the mortality--to a low probably one death a season, I'd say. The police patrolled in rowboats and some of these boats had knuckle-jointed oars enabling the police to row in the direction they were facing when seated. In this way, they could more accurately approach an accident scene.

On hot summer nights, some canoeists stayed out all night.

"The 'regulars' would equip their canoes with a mosquito netting looped over the bows. Then, with portable phonographs, lots of comfortable cushions, and a big carpet mat along the floor, they would spend a comfortable evening on the river. It might be hot in the city, but along the Charles there generally was a breeze.

Marathon canoe races, from Riverside to the Moody Street bridge, Wal-



tham, and return--were very popular.

"The biggest day for this was Memorial Day. Two clubs in Waltham, as well as the Newton Boat Club, Robertson's, and Young's boathouses were active backers of these races. These clubs would get together and promote the various meets. In the marathon race, each man paddled all the way--about five miles. The winner became a local hero."

Ordway supervised Lasell's races on the river for over fifty years.

"I started racing the all-women crews here in 1914. At that time, we had three crews, each in a twenty-five-foot war canoe. Now, today, we have twelve crews and there are nine women to each canoe. This year, a senior crew won. The race is usually run from Fox Island, near Waltham, to Weir's Cove--about one-third of a mile. At Lasell, the sport lasts about four weeks and usually about 175 women come out for it. You can make a fair paddler out of a woman in that time. Canoe racing is so popular here that we plan to continue it.

George Monaghan, of Wellesley, once in the canoe-rental business on Lake Waban, where the Wellesley College Women still practice, says that the so-called sponson canoe, introduced in 1917, made paddling safer.

"I cannot tell you where the name came from," he says, "but it was a canvas canoe with spruce ribs and cedar planking. The old canoes, holding three persons, tipped over if you weren't wary moving in them. I think the best years in canoeing were 1905 to 1917. The water activities helped build up the sport and there was a great deal of competition between the various clubs. Then, too, band concerts and fireworks all up and down the river drew the crowds. Nuttings in Waltham, was one of the largest canoe clubs. It had a dance hall and you could paddle up to a float, take your date for a dance and afterwards paddle back in the moonlight to the boathouse. I think that the automobile and laziness doomed this fine pastime. Young men now seem to prefer holding a steering wheel more than a wooden paddle. Paddling is too much work.

Wellesley College had one really big party each year that Monaghan remembers with nostalgia.

"Float Night, it was called. Here on Lake Waban it was a tremendous thing. Some 3,000 to 4,000 people (afoot and in canoe) attending. Rafts were placed in the center of the lake and two bands played music from them. Hundreds of canoes gathered around and the climax was with a mammoth fireworks display. The canoes were gayly bedecked with club banners, American flags, and other emblems. The full-deck canoes had four metal uprights that screwed into the edge of the gunwale. Over this, like a canopy, went the mosquito netting."

A retired Metropolitan Police Commission (MDC) lieutenant, Daniel MacLeod, now living on Pigeon Hill, Auburndale, has vivid memories of the heyday of canoeing on the ever-popular Charles.

"I came on duty here May 15, 1902," he recalls. "Norumbega Park was in full bloom then. Those popular open electric cars of the Commonwealth Street Railway brought summertime pleasure-seekers by the thousands. Glad to be rid of all the heat of the city, about one-third of this crowd headed for the park and its amusements. The other two-thirds made for the river and canoes. Most of our work was rescue in the early days. Canoes tipped easily, and the novice was usually a victim at one time or another."

The MDC patrol headquarters was prepared not only to pull canoeists out of the water, but also, by means of special quick-drying equipment, to help them with their wet clothes.

"After they rinsed out their garments in the big bath tub, they hung them up in the drying room. In no time at all our gas heaters and fans would have their clothes dry and ready to wear--wrinkled, but wearable."

Lieut. MacLeod remembers that buttered popcorn and cold soda sold the fastest along the river in those days. Refreshment stands were many.

"And for entertainment, portable phonographs, the ones with the morning glory horns, were very popular. Sometimes two or three mandolin or guitar players would tie their canoes together and play and sing as they floated with their dates downriver. It was a pretty sight. Folks who didn't hire canoes would line the bridge (Weston bridge) and watch from above. It got to be known as 'rubber-neck bridge'. The women in the canoes would have little parasols to ward off the hot sun. Pretty women would lie on fancy cushions as their beaus, kneeling on one knee, paddled leisurely along, chatting as they went. There was a lot of canoeing at night, of pulling up and anchoring by the riverbank to spoon under the protective netting. There were a lot of mosquitoes along the river in those days--before spraying with chemicals and before oil slicks from motorboats smothered the larvae."

MacLeod estimates that at one time there were over five thousand canoes owned and stored in the various boathouses between the Riverside Recreation Grounds and the Moody Street dam in Waltham.

"On Saturday nights," MacLeod remembers, "the old Salem Cadet Band used to play for the crowds at the Newton Boat Club. The river there would be so filled, so choked with canoes that I had to pull my way through on patrol. Our boats were built for speed. They were good double-end craft and you could paddle them along about as fast as a canoe. I remember one time on the river when I came upon two fellows floundering in the water. I pulled them out and realized that they were drunk as fools. At the station, we dried them off and then, to their surprise, locked them up. There was no particular law against renting a canoe to drinkers, but we frowned on it."

Along with drinking and staying out all night on the river came some rowdiness. This, in turn, ushered in the era of

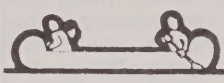


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the constant river patrol. From then on, river police quelled fights, rescued tip-overs, and stopped drinking whenever they could.

"I remember" MacLeod continues, "one young man as he went toward his canoe. He weaved before he got to it, and it was obvious he had been drinking. I wanted to save him from a possible spill and I told the rookie officer with me at the time to get into his own boat, follow along and stop the drunk. This officer, a new man with me, hurried to carry out the orders. He was so energetic about it that as he jumped into his boat it tipped and overboard he went. I took HIM to the station instead of the drunk."

MacLeod went far back in his memory for songs that were popular in those romantic days along the scenic river.

"Well, I remember 'Mister Doo-ley'," he said after thinking hard about it. "Then there was 'We're All Good Fellows.' That was popular. So was 'Good Bye Little Girl, Good Bye.' One song in particular I'll never forget was 'In the Valley of Kentucky Where the Grass is Always Blue.' There was a Boston Business man who made a habit of taking an afternoon train out to here regularly. He'd go to the canoe club, take out his favorite canoe, and paddle straight to a certain cove. There he'd wait for his secretary to join him. She'd take a later train, walk along the river path, and join him. While waiting for her, this old boy would play the 'Valley of Kentucky' rec-

ord. He liked it so much that he played it over and over. One of my officers had to patrol the area regularly and got so sick of that tune! 'If that s.o.b. doesn't stop playing that, I'll kill him!' he complained to me one day. I appreciated his predicament. Some of those big morning glory horns could broadcast a melody loud and clear a mile away along the river!"

Lieut. MacLeod, retired and enjoying the blessings of ripe old age after many years in the harness, has one bit of advice to young people who frequent the water today: "Learn to swim! This is so important that it should be one of the required courses in all public schools. Let me tell you that the face of a drowned person is not nice to look upon."

Another old timer who well remembers that fabulous era, when canoes choked the meandering river Charles, is Alden R. Kingsbury, now of Weston, Massachusetts. In his declining years, Kingsbury held rich memories of those river boating days.

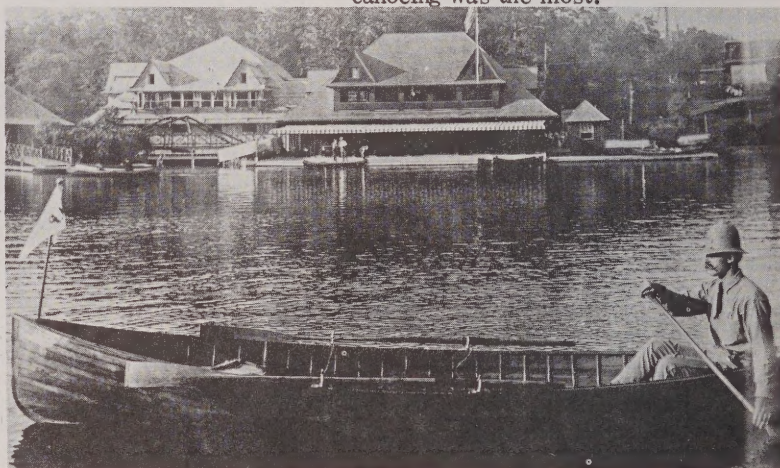
"I worked at Norumbega boathouse for Ollie Young. In my day, I'd say I myself built about three thousand canoes. We used a wooden mold, shaped just like the canoe. We built over this. We used white cedar in the canoes, and the paddles were generally spruce or maple. These canoes were sixteen, seventeen, and eighteen feet long. I also tended boat livery and storage. On a good Sunday or holiday, I'd say there would be over

three thousand canoes on the river. We had over 700 'lets' a day ourselves. We got 30¢ to 40¢ average hourly rental in those days. When I was just a boy there were only four boats on the whole river here. That was around 1890. In 1901, business was rushing. It came that fast. It was most popular just before the automobile."

Mrs. Kingsbury has memories of the old canoeing days as well.

"We used citronella oil in those times for the mosquitoes. When you were paddling, you didn't notice the insects so much. We had rubberized blankets in case of showers, and there used to be band concerts until 2 a.m. On Fox Island there was a concert every week, and fireworks, too. I remember the old tube records, before the flat ones came in, and the portable phonographs with morning glory horns. Yes, and the mandolin clubs. Some of us used to take a lunch and stay up all night. It was great fun. After the automobile came in, canoeing went out fast."

So the hectic days of paddling your own canoe are over. Now the river is filled mostly with power craft: outboards, sailboats, excursion craft, cabin jobs-- swift, loud, speedboats of all shapes, sizes and colors. Gone is the quiet, the serene Sunday afternoon on the river when the only sound was the ripple of water as it swirled gently past the paddle; gone is the friendly group singing, the big band concert, the spectacular fireworks display. Gone is the day when canoeing was the most.

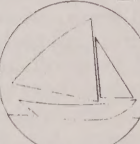


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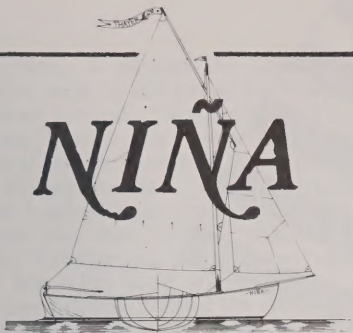
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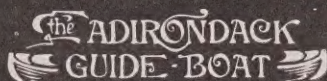
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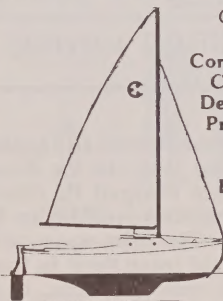
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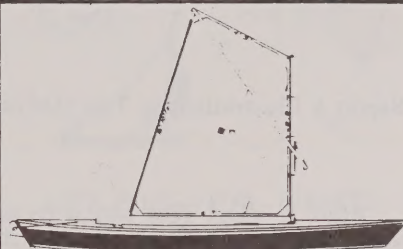
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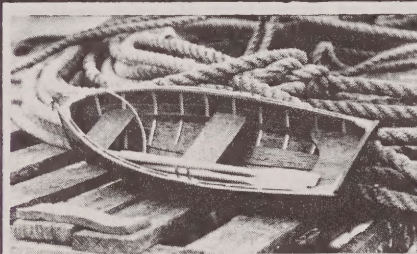
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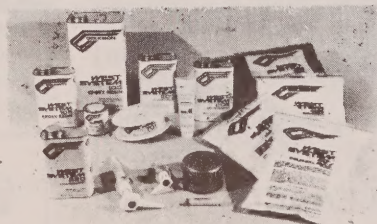


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Townie to P.Town~II

Trying to Get Home

Report & Illustrations by Tom McGrath



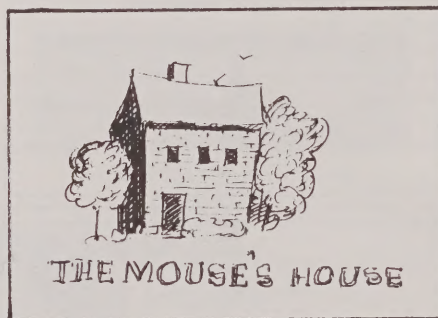
After a short rest and a frugal breakfast I made my way into town to find the Pilgrim Monument. As I climbed the winding stairs the wind seemed to increase. I thought perhaps it was the shape of the tower, the height or the wind through the windows. But when I reached the top I looked down and saw my boat surrounded by whitecaps. I hurried down and returned to the beach. The tide was high and there was no chance of wading out. The boat was pulling at the anchor-line which was nearly vertical. I had to get out to the boat. On the wharf I found the young man who smiled amusingly at the world. I asked him if I could get a ride out to my boat. He said, smilingly, "A dollar out and a dollar back."

"All right."

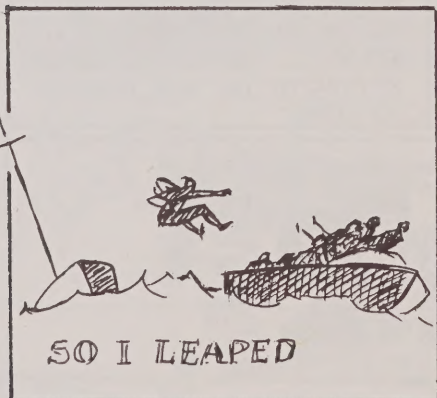
I was dropped off at my boat and told that he would be back when the other people in the launch were dropped off and picked up. "Fine." I paid out all the anchor line, then tied the shrouds to support the mast and led the main halyard back to the traveler for a back stay, secured everything that was loose and put some food in a backpack. By now the boat was pitching so badly when the launch returned that he couldn't get close.

Ate another humble meal and walked back through town to where the art studios were. A large red building at the end of Pearl St. had been my habitat for a short time 25 years ago. I lived here as a respectably starving artist sharing the studio with a mouse. He minded the place

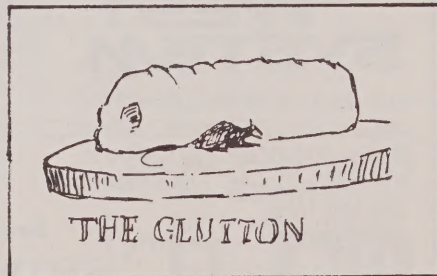
Finished with the past I returned to the beach where a weather-beaten old man was about to go out in his motorboat. I asked him if he could give me a lift out to my boat so I could sail around to the lee of McMillian's Wharf. More than that, he offered to tow me around.



while I painted from sunrise till sunset, wandering over the town and the dunes. Each time the light changed I'd change the painting, sometimes working on ten paintings in a day. The paint was usually still wet so I would leave them in trees and bushes, atop rock or barns, to be forgotten or carried off. When they were finished I had no use for them. They never sold but were stolen at a goodly rate. The mouse and I lived on cereal, bread cheese and potatoes, till one night he gluttonously ate his way through a whole loaf of bakery bread, leaving a perfect tunnel from end to end. After that extrav-



So I leaped and landed in a heap in the middle of the people. "Good jump." Smiley said, speeding back to the dock. One of the passengers asked if he could be towed into smoother water. "It'll cost ya." was the last thing I heard.



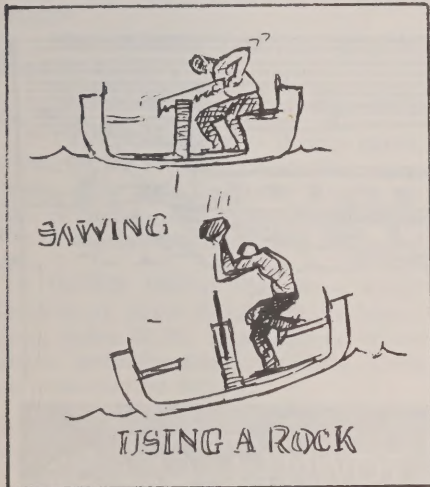
agance I put the food away, and he quickly left. Very shortly there was no food to put away, then I left. Looking back, they were good times. The problems could never penetrate the dreaming, then.

"I own a sailboat myself. Glad to help a sailor." It was a good thing, too, because I forgot again that the center-board was stuck. I dropped the hook in three feet of water so I could wade ashore at some point of the tide. I ate again and made preparation for the night. A tavern on the wharf played 'jug music' till closing time. I slept soundly till sunrise. The wind was still strong from the southwest so I decided to wait for better weather and stay another day.

Waited for the tide to drop and waded ashore. Walked the bike path to the Race Point Museum, saw the exhibits and the movie of the early fishing of Provincetown. Then I walked to the beach on the western shore to see the sea conditions. The wind was well over thirty with whitecaps as far as the eye could see.

Returning, I passed the Coast Guard Station, went in and asked for the marine weather forecast. "We don't make predictions." was the response. I asked several other people in town including the harbor master. They all refused. When I asked boat owners they told me to use my own radio. I didn't have a radio. A fisherman had drowned recently and his wife sued somebody for bad weather information, which made everybody edgy. I wondered why I couldn't be told the forecast and then caution me that it was unreliable, instead of backing off completely.

I returned to the boat and sawed off the top of the centerboard trunk. I could see that the board was bent and digging into both sides of the trunk. I tried to pound it down with a pipe and a rock. It wouldn't move. I tried prying it loose.



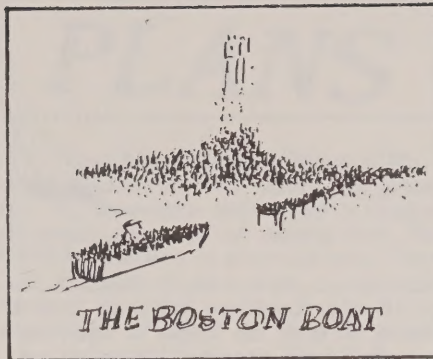
No use. I put the whole thing back together and put the darn thing out of my mind. By this time the jug music started and I bedded down for the night.

The next morning I had coffee in a sandwich shop on McMillian's Wharf. Murphy's law was posted conspicuously on the wall. It had two long lists of why things happen the way they do. There were only a few I hadn't done yet. The music from the shop radio stopped and the weather was given. Six mile an hour winds were predicted for the entire Cape Cod area. The cook laughed and said, "Can you believe that?" I looked outside.



Every flag was standing out straight. The fishing boats were tied securely to the dock. The harbor was whitecapped. This was the third day of over thirty mile an hour winds. I didn't stay to hear the news.

Just as you thought that the street could not possibly hold any more people, the Boston Boat would arrive and unload

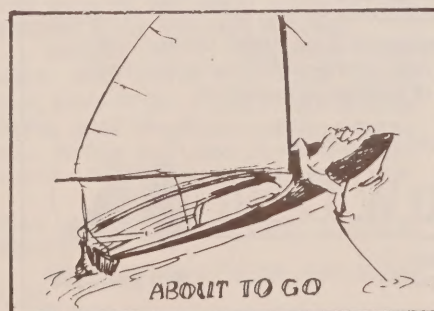


its cargo of tourists. I quickly left the town and wandered over the dunes in the hope of getting lost for a time. When I returned to the boat, the tide was high and I paced the beach marooned in this god-forsaken town. I finally swam to the boat and stayed aboard. Another night of jug music.

The next morning was Sunday. The wind had shifted to the northeast. Still strong with whitecaps. The tide was high so I couldn't get off the boat. I set sail and pulled the hook. Sailing toward the wharf I dropped the hook again and paid out the anchor line till I was near a ladder. I looped a loose line around a piling and climbed up. I went reluctantly into town to fill a thermos of coffee to keep me awake on the long sail back. When I saw the empty street I realized it was Sunday. My last two dollars went for the coffee. An old timer on the wharf told me that the wind usually subsides around noon when the wind is from the northeast.



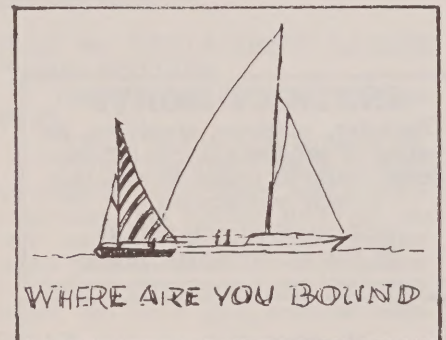
I returned to the boat and tried to sail again. It wouldn't beat into the wind and I slammed into the dock. I tried again and didn't point as high. The boat pulled away slowly. I re-anchored in my old spot, crawled into my sleeping bag and slept 'til eleven. The wind had eased like the old timer said it would. I raised the sails, ran forward and began pulling the anchor line in. The boomvang knotted and held the mainsail in. We started to sail. The boat went smoothly from a close reach to a reach while my leg was caught in the anchorline. I was spread-eagle and



about to go overboard when the boat rounded up and luffed. I wonder if I'll ever get as smart as this darn boat. Pulling the anchor aboard I close reached across the harbor. A large fishing boat crossed my bow. The skipper yelled a greeting. "Get a bigger boat, you damn



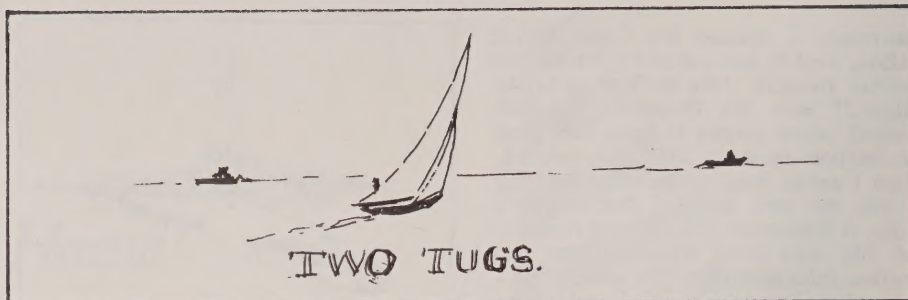
fool." "Why don't you clean yours up?" I yelled back. How could fishing boats deteriorate from beautiful schooners to those rat traps. I cleared the point and made for the bell buoy. No more short-cuts. I had enough of groundings. I'm staying well clear of the land. Reaching on a starboard tack I set a course of 337 degrees. A large sailboat passed astern heading for Race Point. "Where are you bound?" "Nahant." No reply. "What is



the weather?" I asked. "It will be a good day," was the reply. True or not it made me feel good. I waved and headed for the open water. I felt better away from land. The wind was steady with a rolling sea. The boat was moving well. Under those conditions it didn't matter where I was going, or if I arrived anywhere for that matter. It was just a joy to be there.



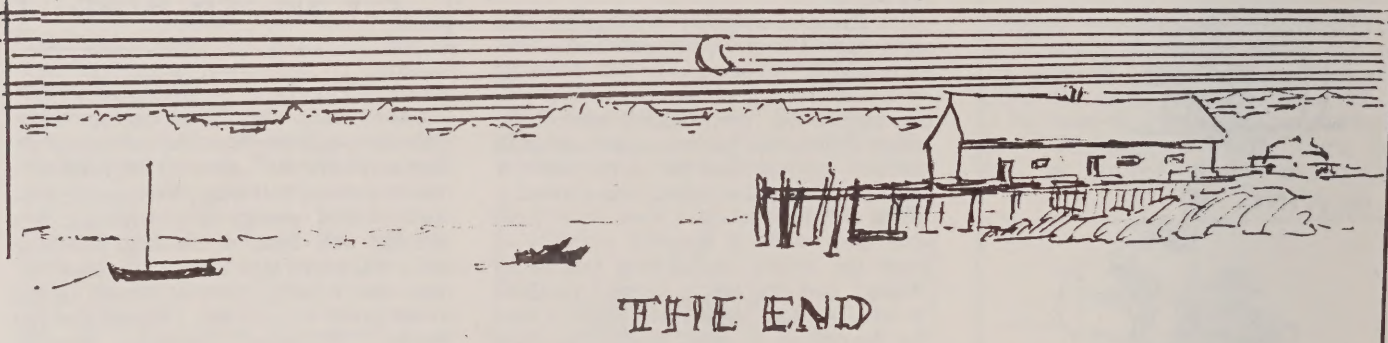
Land did eventually appear. I took ranges on tanks, towers and bouys and played with establishing a fix. It made me too aware of covering distances and I gave it up. On the chart there is supposed to be a bouy half way between Boston and Provincetown. I never saw it either way. I passed behind tow boats when I discovered one was towing the other. I could barely see the long cable slapping the water. The sun was setting. Minots Light flashed ahead, eventually I passed well outside of it. There seems to be a coastal tide pushing me along. Soon the wind shifted to the southeast. I set the whisker pole. The wind lightened when the two flashes of Graves was dead ahead. "Better pass outside that too," I told myself. Rounding the buoy to the east of it I jibed, reset the whisker pole and headed for Shag Rocks.



I was tired now and each time I blinked it took me longer to open my eyes. So I told myself, "I'd better not blink anymore." Nahant harbor seemed different at night coming from a different direction, visibility was poor. I told myself to never come into a harbor at night. I tied up to the public dock at twelve midnight. Twelve hours coming back

compared to twenty hours going over. I phoned the wife, put the boat to bed, and tried to think of an island I could sail to.

NEXT ISSUE: Well, Tom thought of an island, Isle of Shoals, and so he was off again on further adventures. Don't miss it!



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PLAN #1: ST. LAWRENCE SKIFF "BOB-BY"

DIMENSIONS: LOA 20', 5-3/8"; Beam 42-1/8".

BUILT: Before 1905 by John D. Hunt, Alexandria Bay, NY.

TYPE/COMMENT: Single oared, symmetrical ends, primarily for rowing. Smooth built (lapped seams). Seven planks each side, "Lily Pad" skiff oarlocks, straight keel. "Damer" Hunt was noted for his fast skiffs because they were smooth, relatively sharp ended and had some deadrise.

ORDER DATA: Plan Stock #1501 (large size), price \$10.00. #1521 (small size), price \$5.00. Plans consist of two sheets, including table of offsets, lines and construction details.

PLAN #2: ST. LAWRENCE SKIFF "BAIN"

DIMENSIONS: LOA 18', 2-3/8"; Beam 41-13/16".

BUILT: 1885 by Bain & Co., Clayton, NY.

TYPE/COMMENT: Double oared, primarily for rowing. Lapstrake, seven planks each side, outboard single pin skiff oarlocks, non-symmetrical ends. Bow is sharp, stern is sharper. Rockered keel.

ORDER DATA: Plan Stock #1502 (large size), price \$10.00; #1522 (small size), price \$5.00. Plans consist of two sheets including table of offsets, lines and construction details.

PLAN #3: ST. LAWRENCE SKIFF "CLOTILDE"

DIMENSIONS: LOA 18', 1". Beam 41-13/16".

BUILT: 1890 by Fitz Hunt, Alexandria Bay, NY.

TYPE/COMMENT: This skiff with iron and brass fastenings and brass hardware was intended for cold fresh-water only. This is a fishing skiff and probably had a sliding fish box under the middle seat. All varnished except underside of seats and decks and red lead in bilge, grey flooring. Flooring may have originally been varnished. Skiff is unique in different colored varnished wood in lining, seat, bulkheads, many nickel plated screws. It is considered among the fanciest built skiffs still on the river.

ORDER DATA: Plan Stock #1503 (large size), price \$10.00; #1523 (small size), price \$5.00. Plans consist of two sheets including table of offsets, lines and construction details.

PLAN #4: ST. LAWRENCE SKIFF "ANNIE"

DIMENSIONS: LOA 17', 8-3/4"; Beam 38-7/8".

BUILT: 1885 by A. Bain & Co., Clayton, NY.

TYPE/COMMENT: Single oared rowing skiff, clinker built, seven planks per side. Asymetrically double ended with stern lines finer than bow. Copper riveted. Single thole pin, "Lily Pad" style oarlocks. Skiff is one of builder's "fanciest" models. This skiff with iron and brass fastenings and brass hardware

PLANS

The Thousand Islands Shipyard Museum in Clayton, NY offers ten plans for St. Lawrence skiffs and a couple of power launches at modest cost, \$5 to \$15 depending on plan and size. They are provided in two sizes, a full size working blueprint scale and a half size measuring 12" x 18" for study purposes.

Write for details to River Memories, the Shipyard Museum Store, 750 Mary St., Clayton, NY 13624.

Herewith the details on the ten plans presently available:

was intended for cold fresh water only. This is a fishing skiff and probably had a sliding fish box under the middle seat.

ORDER DATA: Plan Stock #1504 (large size) price \$10.00; #1524 (small size) price \$5.00. Plans consist of two sheets including table of offsets, lines and construction details.

PLAN #5: ST. LAWRENCE SKIFF "GENIE"

DIMENSIONS: LOA 19', 9"; Beam 3', 10".

BUILT: 1890 by St. Lawrence Skiff, Canoe & Steam Launch Co., Clayton, NY.

TYPE/COMMENT: Double oared. Originally built as combined sailing/rowing skiff, later converted to rowing only. Carvel planked, inlaid decks, full gratings as floorboards.

ORDER DATA: Plan Stock #1505 (large size) price \$10.00; #1525 (small size) price \$5.00. Plans consist of two sheets, no table of offsets. One sheet consists of plan and profile views with midships section and construction details. Second is full sail plan with two batwing sails, 140 sq. ft. sail area.

PLAN #6: HIGH SPEED GOLD CUP LAUNCH "DIXIE"

DIMENSIONS: LOA 39' 1"; Beam 5' 7".

BUILT: 1908 by George Lawley & Sons, So. Boston, MA.

TYPE/COMMENT: Long, narrow high speed displacement hull designed for Gold Cup and Harmsworth Trophy racing. Designed by Clinton Crane with V-8 marine engine of Crane-Whitman design and manufacture. Won 106 of 107 races entered. Held world speed record (set in 1910) of 46.3 mph for displacement hulls of her length. Currently operational at the Shipyard Museum.

ORDER DATA: Plan Stock #1509 (large size) price \$15. #1529 (small size), price \$7.50. Plans consist of three sheets, table of offsets and lines drawings, profile and plan views and construction and hardware details.

PLAN #7: DISPLACEMENT LAUNCH "SHADOW"

DIMENSIONS: LOA 25', 10"; Beam 5', 5".

BUILT: Ca. 1920 by Fry & Denny, Clayton, NY.

TYPE/COMMENT: A medium speed displacement launch with classic lines, long planked foredeck with engine midships and open cockpit aft. Originally powered by a Model T Ford marine conversion engine, re-powered by a 60 hp four cylinder Gray. The SHADOW was restored by Museum trustee Bill Morgan in the late 1970's and is one of the beautiful boats currently on display.

ORDER DATA: Plan Stock #1510 (large size), price \$10.00; #1530 (small size), price \$5.00. Plans consist of two sheets including table of offsets and lines and construction and hardware details.

PLAN #8: ST. LAWRENCE SKIFF "FRY"

DIMENSIONS: LOA 15', 1-3/8"; Beam 3', 4".

BUILT: Ca. 1910 by L.E. Fry, Clayton, NY.

TYPE/COMMENT: A single oared rowing skiff, referred to as a "ladies' skiff" because of its smaller size. Skiff has non symmetrical ends, lapstrake construction, 7 planks each side. Single pin oarlocks. Keel is rockered.

ORDER DATA: Plan Stock #1511 (large size), price \$10.00; #1531 (small size), price \$5.00. Plans consist of two sheets, one being the table of offsets and lines drawings, the second being plan and profile view and construction details including hardware.

PLAN #9: DISPLACEMENT LAUNCH "NARRA MATTAH"

DIMENSIONS: LOA 49', 9"; Beam 8', 8".

BUILT: 1902 by Elco, Bayonne, NJ.

TYPE/COMMENT: Originally built as a classic cabin launch with electric propulsion, the NARRA MATTAH has been converted to 6 cylinder gasoline engine propulsion. She is a displacement hull with a semi-canoe body and round bilges. She has a glass enclosed cabin forward and an open cabin aft.

ORDER DATA: Plan Stock #1512 (large size), price \$10.00; #1532 (small size), price \$5.00. Plans consist of two sheets, one of lines drawings including sections, the second showing plan and profile views with cutaways showing construction details.

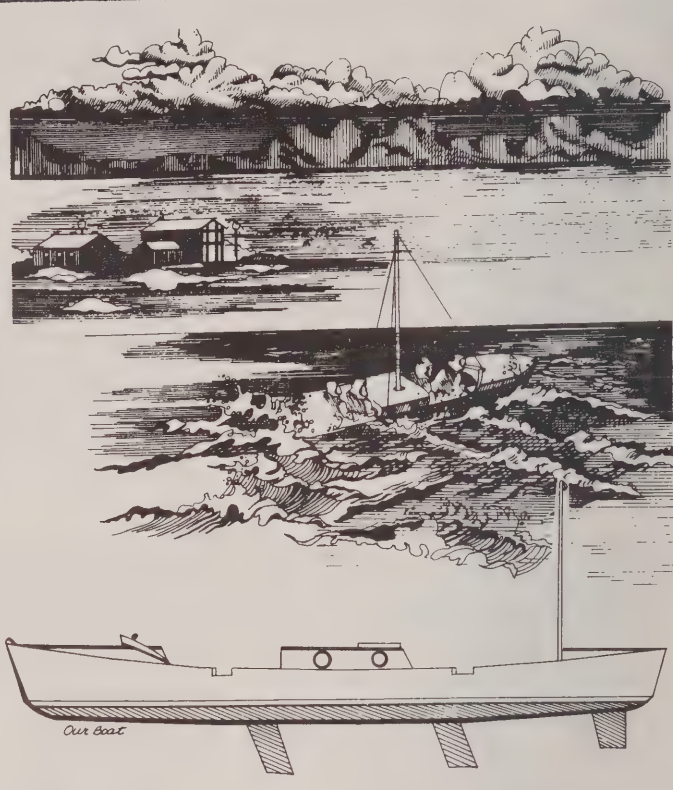
PLAN #10: ST. LAWRENCE SKIFF "KATHERINE"

DIMENSIONS: LOA 21', 10-1/4"; Beam 3', 7-3/4".

BUILT: Ca. 1885 by Wilbur & Wheelock, Clayton, NY.

TYPE/COMMENT: Double oared sailing skiff. Lapstrake, 7 planks each side. Pin skiff oarlocks. Rockered keel. Wilbur & Wheelock were noted for their sailing skiffs.

ORDER DATA: Plan Stock #1513 (large size), price \$12.00; Plans consist of two sheets, one containing notes, offsets, profile, plan and section views, the second covering molds, stems and construction setup.



Report by Bob Hicks
Based on Patagonia
Research Foundation
Brochure

Rowing to Antarctica...

the goal, the people, the boat, the plan!

The December 15th issue included a report from Henry Szostek on a 28 foot aluminum dory specially built for a voyage to Antarctica to be undertaken by archeologist Charlie Porter, from Pepperell, MA. The boat had just been launched in late November and Henry was invited along as he had gotten to know Charlie well and was a serious oarsman himself.

Charlie Porter is a free lance archeologist and mountaineer. He apprenticed to an elderly archeologist a number of years ago doing research on the early indians of the southern tip of South America of 10,000 years ago. When his mentor no longer could travel to the wild areas involved, Charlie carried on, and spent 18 months alone, for the most part, continuing his research and camping out or with the poverty level remaining indigenous indian population. He travelled by Klepper fitted with a Martin Oarmaster, the only boat rig he could take to that remote area by plane. During his stay, he indulged one day in "Rounding the Horn" in his Klepper, paddling from the mainland body of Tierra del Fuego out to and around the island peak that marks the absolute southernmost extremity of South America. It was a mellow day, and he was under surveillance during the trip by Chilean police from the station they maintain at Cape Horn.

Perhaps during that adventure, he cast a glance to the south, where 480 miles of the wildest water on earth separate Antarctica from South America.

Whether it was then, or not, Charlie has conceived and is now organizing a voyage under oars across that forbidding strait. The boat Henry sampled is one step along the way.

The goal is pretty simple. Nobody has yet forced their way to the bottom of the world by muscle power. Early visitors travelled there by sail, later by steam, and today by air. Nobody has ever tried to row the furious fifties and screaming sixties. Charlie views this as one of the few remaining honest adventures, travelling from continent to continent crossing the world's wildest sea in the smallest craft ever taken into the Antarctic ice. The professional aspect of all this is to probe the theory that early man may have done the deed 6500 years ago. Charlie's research has convinced him that the indians of that time and place had the necessary sea going technology to do it, much as early polynesians travelled the vast reaches of the Pacific. Charlie's expedition will look for traces of early man on the frozen shores of the Antarctic Peninsula, an area not entirely covered by ice.

While Charlie has in the past funded his research from family resources, this adventure is budgeted at \$172,000 and sponsors are being solicited. The sponsors are offered exposure based on the expedition's planned film and TV coverage. To this end, Porter, who is unknown outside his specialty, is but part of a four person team. Ned Gillette is an experienced mountaineering expedi-

tion leader with connections to the National Geographic Society, David Brashers is a film maker who filmed live video from the summit of Mt. Everest in 1983, and Jan Reynolds is Brashear's assistant with a long list of expedition credentials. This is not a group of idle fantasizers.

OK, that's the background, now how about the boat? This is, after all, a publication about boats. Charlie's description of the boat is as follows:

"We will operate in the toughest rowing boat ever built, a pioneering design. She must be seaworthy, able to survive breaking seas that could be (but hopefully won't be) sixty feet in height. She must have capacity to carry all our supplies. Yet she must be fast. Speed is the key to our success; durability the key for our survival.

The boat is 28 feet long. She is designed for rowing efficiency, like an overweight racing shell; yet, at the same time, for bombproof toughness, like a steel drum, structurally re-inforced to withstand the violent battering of wave and ice in the southern ocean. The hull is made of the highest strength marine grade aluminum. Positive flotation is ensured by an inner lining of foam. The boat is self bailing and self righting in the dreaded event of a capsizing. She is absolutely watertight above and below decks.

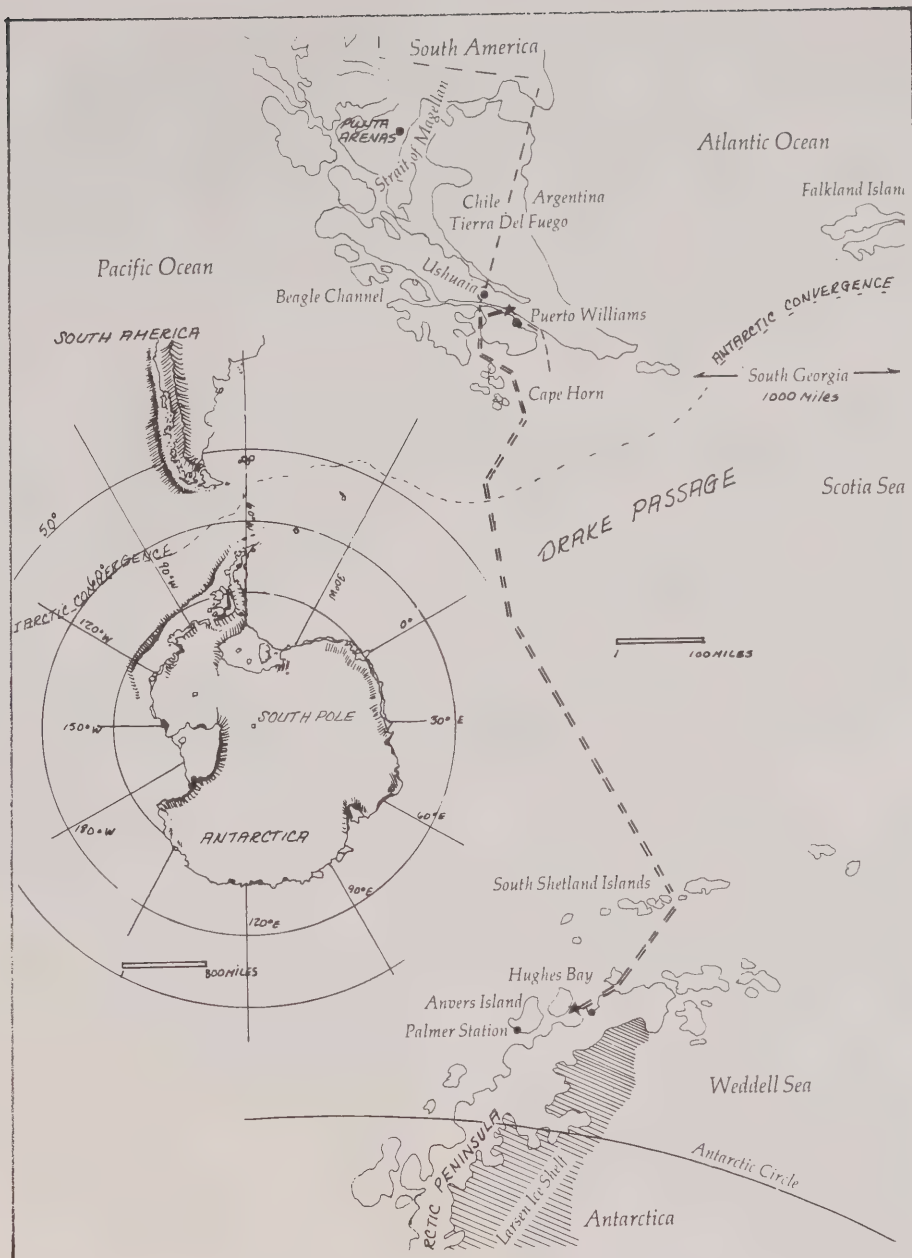
Two oarsmen on sliding seats will pull on sculling oars. They will operate from two separate cockpits located fore

and aft of a center cabin. The "coffin" cabin gives crew shelter. During the worst storms in these great cold seas the only way to survive is below deck. A short sailing rig can be raised in emergencies much as Sir Ernest Shackleton did in his epic small boat voyage from Antarctica to South Georgia in 1916 after his ship *ENDURANCE* was crushed in the ice. Master boatbuilder Bill Cooper and his son Douglas of Woods Hole, MA and aluminum specialist Jack Winninghoff of Ipswich, MA were in charge of construction."

The plan for the voyage has been developed by Porter, drawing on his experiences over 18 months of rowing some 3,000 miles in the Cape Horn area in his *Klepper*. The expedition will get set up in Beagle Channel and conduct final sea trials in the local environment in November of 1985. A 200 mile row to Cape Horn will be the final test of the boat and crew. At the Cape, they will await certain weather conditions. Porter found that an easterly gale, which blows about twice a month, when a depression passes north of the Cape, is usually followed by moderating conditions with the wind dying off into a northerly. As soon as such an easterly shows signs of blowing itself out, the adventurers will head off southwesterly running before the wind as it swings into the north. They plan to press on as fast as possible in this "calm" making distance westward and southward, so that when the normal fierce westerly winds resume, they can then turn into a southeasterly direction and head for the South Shetland Islands.

About halfway they expect to run into the perpetual fogbanks at the Antarctic Convergence where the cold southern water meets the warmer surface water of the Atlantic and Pacific oceans. At this point, they will be committed, safer and more practical to carry on than to try to turn back. The major concern will be to avoid being blown too far eastward out of Drake Passage and into the south Atlantic ocean. If this does happen, they will set a course downwind to the island of South Georgia, nearly a thousand miles away. In all of this they will have a powerful radio onboard and emergency locator transmitters, but there will be no escort vessel of any sort.

From the South Shetlands, the expedition will row 200 miles to Hughes Bay on the Antarctic Peninsula, where the first recorded landing on the continent was made in 1821 by an American sealing ship. This peninsula is the only part of Antarctica accessible to small craft with its western coastline free of pack ice after the December breakup through into March. There will still be much ice about and the plan is to haul the boat onto the ice if it is threatened at all with being crushed. The course will pass by Deception Island where a still active volcanic condition exists in the collapsed, sea filled cone. Here the water is a balmy 100 degrees F and the crew could go for a nice swim if they chose!



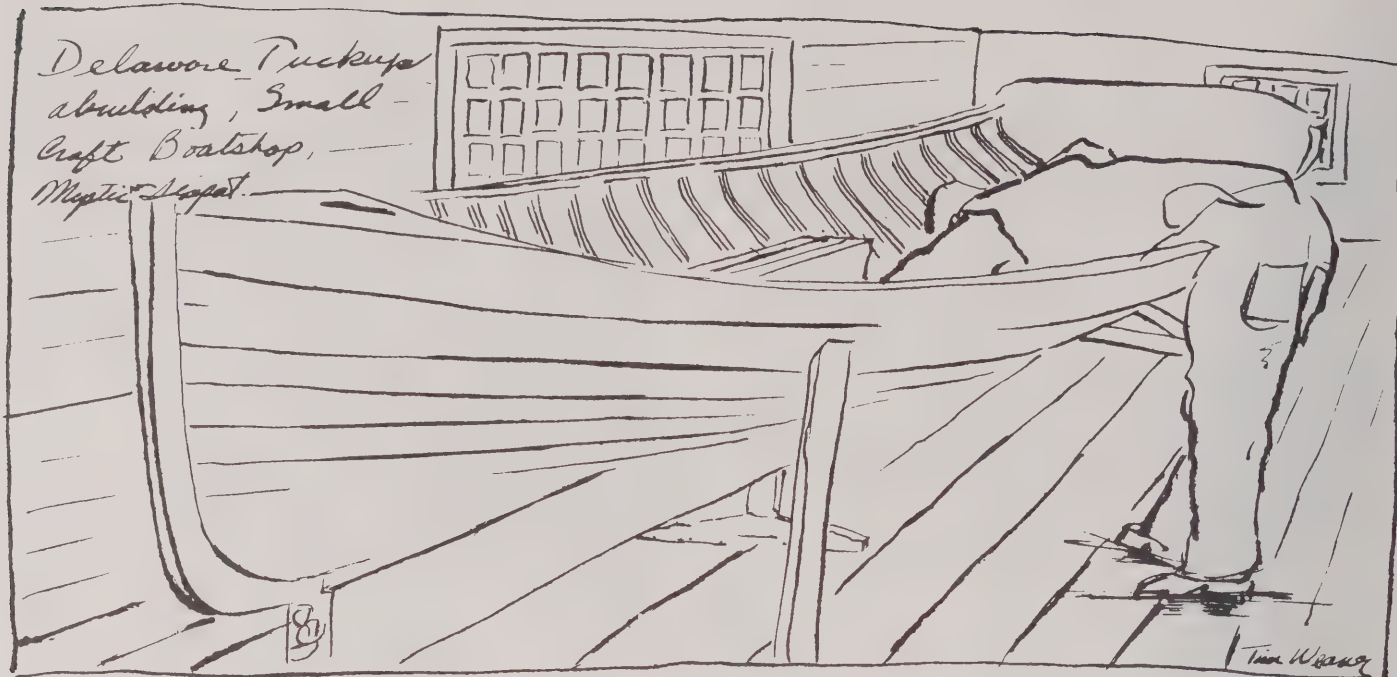
Before the onset of the winter night comes, the expedition will press ahead to the Antarctic Circle where several year round scientific stations are manned by five nations.

If the journey proceeds without any major delays, time will be in hand after first landfall for Porter to search for archeological sites of pre-historic man having visited the Antarctic continent. Porter's prior research turned up many sites of camps of "natives" during a warming trend some 6500 years ago on the Tierra del Fuego Cape Horn land mass. Others have noted that arrowheads have been spotted on the Antarctic peninsula, but no organized scientific archeological investigations have followed. Porter theorizes that early man may have emigrated not only from Australia and Polynesia to South America but also to Antarctica by being carried too far to the south. Maori legend has it that around 650 AD some of their people visited the land of perpetual ice. So, Charlie Porter thinks all of this is worth the risk.

Well, this is some adventure. The scope would be regarded as a fantasy were it not for Charlie Porter's prior efforts in the area. And, this mid-winter of 1984-85, he has completed his 32 foot steel Tahitian ketch which he will sail south to the Beagle Channel for the base of operations. Charlie built the boat in his yard in Pepperell, MA over the past several years. Not an idle dream.

Unlike most scientific expeditions, this one has no large institutional backing. Porter and his fellow adventurers are operating within the non-profit Patagonia Research Foundation, which Porter founded and heads. They are attempting to raise about \$200,000 from corporate sponsors as the resources which supported his prior expeditions are apparently not up to this scale. Still, in this day of big buck research, this is not an enormous sum of money for so daring and potentially rewarding an expedition.

Rowing to Antarctica, it does boggle the mind, doesn't it.



PATINA'S LOG

TIM WEAVER

Variety. From bananas to ferry boat politics to railroads to the origins of the nation's ways to a past era's fascination with things arctic, the Fourth Annual Symposium on Southern New England Maritime History at Mystic Seaport was a varied affair. And an affair marked by historical insight, enthusiasm, nostalgia, and above all, facts.

First, "Cruising for Bowheads and Collecting for Museums: Captain George Comer in Hudson Bay" by Fred Calabretta. Between 1889 and 1919, captain Comer of East Haddam, Connecticut spent 26 years in the Hudson Bay region. After whale oil and baleen -- a bit more complex than buffalo hunting but disconcertingly similar -- and furs, these traded for amongst the Eskimos. George Comer also had private business with museums interested in the region. And this is the story. George Comer was intelligent and energetic, and under the guidance of one of the major field workers of the era, an era as caught up with the arctic as we are today with the space age. Before all was said and done, Captain Comer managed to learn the Eskimo dialects and wrote for "American Anthropologist" and the "Bulletin of the American Geographical Society". He also was awarded membership in the Geographical Society of Great Britain for his map work in the vicinity of Southampton Island, and he became a noted member of the Explorers Club of New York City. Not bad for a boy whose father was lost at sea, who then moved to Hartford with his mother and was, at the age of ten, "placed out" with a family in East Haddam.

"The Jamestown-Newport Ferry, 1871-1969" by Edward H. Smith, Jr. came next. From east to west, or vice versa, this was a two part journey. Go-

ing east, to Newport, one embarked at Saundertown, then (north, or south, as tide and wind indicated) around Dutch Island and disembarked on Conanicut Island, also known as Jamestown. Next it was across the island (and there seem to have been a variety of schemes for this) and, most hopefully, onto a second ferry for the remainder of the journey, or one waited. But sooner or later it was around Rose Island (again north, or south, as tide and wind indicated) and on to Newport.

This, as one can imagine, was fertile ground, and the ferry's history seems a matter of feuds, groundings, competition and monopoly. And it was a matter of boats -- the "Jamestown", "Conanicut", "Governor Carr", "Mohican", "Hammonton", and the "Beaver" amongst others. And this was a matter of mechanics -- one thousand horsepower triple expansion engines, double compound boilers, vertical tandem compound beam engines with (and you are correct) Corliss valves and paddles, screws and double rudders. And the hurricane of September 21, 1938. Mr. Smith had a nicely paced narrative for the interaction of it all.

Then lunch, and a quick chance to walk about the Seaport. I headed for "Button Swan" in the small boat building near the "Joseph Conrad". It needed to be looked over. That boat has got that special something. I like to let it sit before my eyes, let the lines dance. But time was short and I headed back, but by way of John Gardner's boatshop and had the luck to find him in and to say hello and watch a bit as he did his best to help a few more members of a new generation of amateur boatbuilders get things off to a good start.

And it was time for presentation number three, Brenda Milkofsky's "Ship building on the Connecticut River: An Overview of Industry in the Nineteenth Century." She has been organizing the Steven's Papers for the Connecticut River Foundation's Library and, as a director of the foundation and the museum's librarian, is in an excellent position to speak of it. The papers -- the collection of that most delightful sort of citizen, the local historian -- are quite specific, focusing on the Custom House and shipbuilding records of the river valley. Although, as her title states, the records concern much of interest for the nineteenth century, she did give a fair amount of time to the beginnings, colonial shipbuilding along the river. This is a not often discussed subject. It was a story of maritime manufacture in an otherwise agrarian society, of wars and embargoes, of privateers and of the vexation of covered bridges (absolute doom to builders of large craft upriver of such), of the presence of wood, of West Indian trade, and of the international market for merchantmen.

And it got me to thinking about things in my own backyard, for of such this valley came to be. The arts, the trades, the crafts of the beginnings of the valley have left their mark. From the ways of then, comes the sense of engine, gun, guage, horseshoe, hacksaw, hardware of today. And this is as interesting an industrial cradle as one can find in the nation. There just might be a remarkable resemblance between the merchantman and the jet engine.

Then came Norman Brouwer's talk, "New York Harbor Working Craft of the Past". It was a thoroughly even and clear overview of the subject. The Champlain, Morris, Erie, Delaware and Rar-

itan canals fed the harbor. Ten major railroads converged there. And there was the ocean shipping. From a slide of one of the last sailing lighters slipping past the Empire State Building to views of the three hundred foot two and three track railroad barges, it was amazing. Sailing lighters, sidewheelers, floating hospitals propeller driven steam tugs, covered barges, floating grain elevators, decked scows for traprock and derrick lighters and the backwater graveyards of such craft all had their places in his description of harbor life of not so long ago. Of special interest was his attention to an all too human side of things, the living conditions of families on barges.

Last was "Lorenzo Dow Baker of Wellfleet: Yankee Entrepreneur in the Caribbean" by Randolph Bartlett. Between 1880 and 1900 L.D. Baker popularized the banana in the major eastern ports -- Boston, New York, Philadelphia, Baltimore, Charlestown. And to meet the demands of this market he had to come up with the banana boat. As for bananas, he quickly found himself in the business of growing them in Jamaica, so the banana plantation got started. Lorenzo, in short, was the man behind the banana and the American fruit trade. In fact he ended up being the man who laid the foundation, unbeknownst to himself, of the United Fruit Company. As the tale was laid out, and it was a nicely drawn narrative, it became as much the life of the man as the development of a business and the way such is often intertwined.

And that was the symposium. How does it all add up? Nicely. The symposium brings together speakers of varied interests and intents. And the speakers bring focus, personal interest and discipline to their efforts. The piece on the Jamestown-Newport ferry was a thoroughly fine example. It was a fine, parochial tale of people, a place and ferryboats. And the complexity of such. There's a fine lesson in that.

Norman Brouwer's talk, like John Gardner's the year before, brought forth that special feel for history that some have, and to be sitting in on such talk and to gradually become aware of that is one fine pleasure.

In shipbuilding along the Connecticut River, Brenda Milkofsky has an interesting and seldom explored topic, especially the early colonial period. She brought excitement to her subject. She has, it seems, come across something, and she is doing her best to make the resource known.

The Seaport seems to be encouraging the development of the local historian, and the mix of varied work gives yeast to the effort.

And next summer when Patina's becalmed on the river, it won't hurt to know that it was once a common piece of knowledge that a voyage from the mouth of the river, Saybrook, to the West Indies was a good bit shorter than the journey upriver, from Saybrook to Hartford. And I'll realize, to paraphrase Carl Sandburg, "that the river is just what it always was and things on Patina are just as they always were."



Thousand Islands Shipyard Museum *goes to the boat show*

The Thousand Islands Shipyard Museum was a major participant in the 75th Anniversary New York National Boat Show, held in the New York Coliseum January 10-20. Two boats from the Museum's extensive collection of small craft were featured on display in the main lobby of the Coliseum; DIXIE II, the famous 40' 1908 raceboat, which won three Gold Cups and two Harmsworth trophies in the 1908-1910; and the naptha powered launch ANITA, the only known operational naptha launch in existence. ANITA was built by the Gas Engine and Power Company and Charles L Seabury and Company, who were exhibitors at the first Motorboat Show in the old Madison Square Garden in 1905.

Also on display in the Museum's booth area was a beautiful St. Lawrence Skiff, built by L.E. Fry of Clayton, New York in the early 1900's. This smaller "ladies" skiff is relatively rare, since it is only 15' in length as compared to the more usual skiff lengths of 18'-22'.

A small part of the Museum's collection of antique outboard and inboard engines was also on display at the Show. Outboards included the oldest Evinrude known in existence, manufactured in 1909, the first year that the Evinrude Motor Corp. built their famous outboards. The 1909 Evinrude has been designated as a National Historic Engineering Landmark by the American Society of Mechanical Engineers. Accompanying this historic engine was another - the prototype for the first Johnson outboard motor ever built, manufactured in 1921 by the Johnson Brothers Engineering Corp. and donated to the Shipyard Museum in 1982 by Warren M. Conover, one of the founders of that corporation.

Other significant "old timers" were the oldest known outboard in existence, a 1905 Motogodille made in France and a beautiful 1912 Waterman outboard which was restored by members of the Antique Outboard Motor Club, Inc. for the Shipyard Museum.

While perhaps not as historic, several fascinating inboard engines were also on display: an 1896 Reid single cylinder 2 hp engine, a 1903 Eagle Bicycle Company engine, an early 1900's Pierce Engine Company single cylinder engine, and a fascinating 24 cylinder 1920's Mendelsohn Dusenbergs marine engine, one of very few manufactured in the 1920's for marine use. Both the Eagle Bicycle Company and Pierce Engine

Company were exhibitors at the first Motorboat Show in 1905, and the name Dusenbergs is familiar to all racing enthusiasts.

A scale model of the Museum's 1902 50' Elco antique tour boat was another feature of the displays. The boat itself, the NARRA MATTAH, continues in regular service with historic tours of the Thousand Islands from the Museum's docks in the summer. It was originally powered by batteries when constructed by the Electric Launch Company (ELCO) in Bayonne, NJ, also one of the exhibitors at the first Motorboat Show.

The boats and engines which were at the Show represent only a small portion of the Museum's extensive collection of approximately 150 boats and well over 100 antique engines. Many of the remainder, including other beautiful launches from the turn of the century and the elegant runabouts of the 20's and 30's will be on display this year in the Museum's new Cleveland E. Dodge Memorial Launch House. Mr. Dodge was a noted New York philanthropist, owner of the famous 40' mahogany antique launch, "Wild Goose", and a great supporter of the Thousand Islands Shipyard Museum, where his family summered. Another new building at the Museum is named for a distant relative, Dr. Homer Dodge, who was a noted educator and "dean of white water canoeing". One of the Museum's exhibits features Dr. Dodge and his adventures and exploits as a famous canoeist.

The museum boat collection provides a fascinating glimpse back into the early days of pleasure boating. They are representative of the current popularity of antique boating, fostered by such organizations as the Antique and Classic Boat Society Inc., the Antique Powercraft Historical Society, the Antique Outboard Motor Club Inc., and the many groups associated with individual manufacturers, such as the Gar Wood Society, the Lyman Owners Club, and the Richardson Boat Owners Association. The Museum cohosted the first jamboree of the Antique Powercraft Historical Society, and the annual meeting of the Antique and Classic Boat Society, during 1984 in the 1000 Islands.

Like to know more about Thousand Islands Shipyard Museum and its 1985 programs? Write to them at 750 Mary Street, Clayton, NY 13624.

What's happening...



EASTHAMPTON (NY) TOWN MARINE MUSEUM WINTER PROGRAMS

The Easthampton, NY Town Marine Museum has scheduled several ongoing winter workshops. Those still to be held as of press time (January 21st) are as follows:

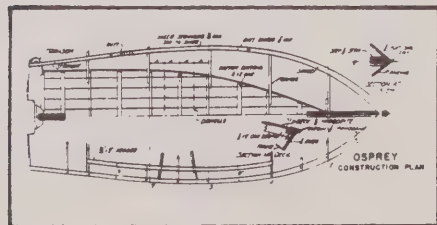
INTRODUCTION TO LOFTING: a 12 hour course on basic lofting held on four evenings, February 19, 21, 26, 28 from 6:30 to 9:30 p.m. A limit of ten students will work in pairs drawing the lines of Bolger's 7', 9" FIELDMOUSE pram; profile, half breadth and body plan. They will learn how to set up a strongback and how to transfer the two dimensional drawings into a three dimensional boat. Tuition is \$65 (\$50 for Museum members).

BOATBUILDING LEVEL I: A six evening or three day workshop for beginner would-be boatbuilders, no prior experience is required. The 6 students accepted for either scheduled program will build an Ugbar stitch and glue pram. The dates are February 23, 24 and March 2, 10 a.m. to 5 p.m. each day, or evenings of March 19, 21, 26, 28, April 2 and 4, 6:30 to 9:30 p.m. The tuition is \$95 (\$80 for Museum members).

BOATBUILDING LEVEL II: Prior experience is required for this course, applicants should have taken the lofting or techniques courses, or have comparable background. This course will run for ten Saturdays and is limited to a maximum of 8, a minimum of 4 students. They will build Sam Rabi's OSPREY, a 15' runabout, from lofting to completion. The dates are March 23, 30, April 13, 20, 27, May 4, 11, 18 and 25, from 9 a.m. to 6 p.m. each Saturday. The tuition is \$225 (\$195 for Museum members).

Both the Ugbar and OSPREY will be offered for sale at cost to any interested participants.

For further details call Redjeb Jordania at The Boat Shop, Easthampton Town Marine Museum, (516) 324-6393.



APPRENTICESHIP SHOP TALKS

The Rockport (ME) Apprenticeship shop has scheduled weekly Wednesday night "Shop Talks" through the end of March, at 7:30 p.m. at the Apprenticeship on Sea St. in Rockport, ME. The schedule that remains as of press time is as follows:

FEBRUARY 20: Hank Taft on cruising the Maine Coast.

FEBRUARY 27: Lance Lee on Dutch small craft traditions.

MARCH 6: Walt Simmons on Wood carving.

March 13: Jay Hanna on marine model making.

MARCH 20: Ed Claxton on joinery.

MARCH 27: Bob Wallstrom and Ernest Brierly of the Yacht Design Institute on marine design and surveying.

There is no registration or fee involved, just turn up if you're interested.

ALDEN OCEAN SHELL 1985 SCHEDULE

The Alden Ocean Shell Association has released its 1985 schedule of events and it includes 7 regattas and 2 cruises within our area, New England and New York. The regattas begin on June 8th on the Hudson River in New Hamburg, NY and conclude October 20th at Boston's Head of the Charles. The two non racing events are in July and August on Casco Bay in Maine. Complete details will appear on the calendar listing here as the season draws nearer. The events are for Alden Ocean Shells and in some cases include Alden Trainers and racing shells. You can obtain the schedule and information on joining the Alden Ocean Shell Association from Ernestine Bayer, 371 Washington Rd. Rye, NH 03870.

SNOW ROW IS ON FOR FEBRUARY 23RD

Ed McCabe and the Hull Lifesaving Museum will again host the annual Snow Row at Hull, MA on February 23rd. The race for rowing and paddling craft is held inside Pt. Allerton starting from the old Coast Guard boathouse, now the Museum boatbuilding shop. The course is set in accordance with weather conditions, and rescue craft patrol it in the event of any difficulties, the water is so cold! For full details you'll have to contact Ed McCabe, 24 Fairmont Dr. Hull, MA 02045.

AND NOW A CHICAGO WOODEN BOAT SHOW

Seattle started it, Newport picked up on it, and now Chicago is following along. A wooden boat show in the mid-west. Why mention it on the pages of a New England area publication? Well, the organizers want New England area wooden boat builders to know about their event, and perhaps consider participation to attract midwestern buyers for their craft.

The event will be at the Naval Pier in Chicago, a national historic landmark, on August 8-12. The Pier extends 3/4 mile into Lake Michigan and has facility for indoor display and outdoor on-the-water setups.

If this catches your fancy, ask for more details from the Chicago International Wooden Boat Festival, 600 N. McClurg Ct. Chicago, IL 60611.

CONNECTICUT RIVER OAR & PADDLE CLUB

During 1984 our club had a number of enjoyable outings, such as the one covered in an earlier issue, to Selden Island on the Connecticut River. In September 11 boats and about 35 people enjoyed another outing to Selden Island (albeit some ferried over from Deep River for the eat, drink and be merry aspects). Those in boats did a fair amount of river exploration, both day and night. A fall leaf cruise was also well attended in late October and several informal night ventures in the Essex-to-the-river-mouth area were undertaken for the sport, along with several marsh and creek expeditions. A long row from Middletown to Saybrook (28 miles) was the major outing in terms of distance.

Other plans are underway this winter. The Club has acquired a banks dory and a shed in which to keep it and restore it. Included are an outboard and also a sail rig. Volunteer members will be doing the necessary prep work on this craft to fit her out for springtime use as a sort of "mother ship" for some club outings. The Club is also looking into possible purchase of a couple of rowing shells.

The Club has learned that the city of Norwich (CT) has endorsed a revived 1800's organization, the Chelsea Boat Club and will support July 4th and September Harbor Day races for recreational rowing craft. A "Length of the Thames (12 miles) cruise is also contemplated.

Area carsmen and paddlers (canoe and kayak) interested in learning more about the Connecticut River Oar & Paddle Club should contact Jon Persson at Seth Persson Boat Builders, 18 Riverside Ave. in Old Saybrook, CT 06475. New members are welcome.

HEBRON ACADEMY PADDLERS

Hebron Academy in the foothills of the mountains in western Maine supports an outing club which includes an active on-the-water group. David Stonebraker, the school advisor to the student club over the past decade explains their involvement as follows:

"The Hebron Outing Club maintains and uses over 20 canoes and kayaks; and while most students gravitate to the excitement of whitewater and closed boats, in recent years we have done far more open boating and I currently have a small group of boys quite interested in wood/canvas boats. The Club has acquired and restored four in recent years, dating back to a 1917 Old Town and an E.M. White from the '20's. Working on these boats has been an excellent experience for these boys; not so much for any particular skill acquired but for the shared experience and joy that they have when they then use these boats during Club activities.

During the spring season I work closely with a group of from six to

eight students who elect canoeing as their spring activity. They are exposed on a daily basis to a variety of canoeing activities; spring maintenance on the boats, building personal paddles, working on the current restoration project; training for both whitewater and flatwater racing, Wednesday afternoon whitewater cruises and regular spring weekend races. Over the years of such experiences I feel that the boys have had a learning experience with boats of the best sort. One went on to introduce sea kayaking to the U.S. Naval Academy, another is a rising star in the Ledyard Canoe Club and the D.O.C. at Dartmouth.

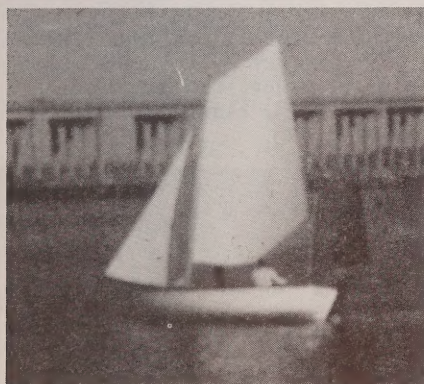
The boys do seem to have a firm bond with boats developed at Hebron and memories include those afternoons on nearby Marshall Pond striving to develop the most effective stroke. It is satisfying to see the elation on their faces when an experienced pair set off in the E.M. White for the first time and feel the quickness and grace of that 18' 6" beauty."

NINA - ONLY 15' OVERALL!

Jim Thayer, builder of that nice little beach cruiser, NINA, featured on the January 1st cover, called me to task on my error on her length, I had referred to her as being 18' long. Jim says, "Note, however, that she is just 15'. Hard to believe, I realize."

Jim recently was out on the nearby Chesapeake on a nice 75 degree day with yet another rig, turning NINA into a yawl. He reports that the boat sailed just fine this way, especially well with jib and jigger alone.

If you missed the story on NINA, and are interested in knowing more, you can contact Jim at 2106 Atlee Rd, Mechanicsville, VA 23111.



MAC MC CARTHY'S ROWING CANOE

Mac McCarthy of Feather Canoes in Sarasota, FL. built a special modified strip canoe for rowing, a 14 footer with a transom stern for a small outboard. He says the boat weighs in at about 30 pounds and rows very nicely. Are such hybrids gaining acceptance more and more? It seems so. If this little rowing boat interests you, contact Mac at his shop, Feather Canoes, 1705 Andrea Pl. Sarasota, FL 33580. Phone him if you like at (813) 953-7660. He invites visitors during working hours, if you are winter vacationing in the Sarasota area.



The New England Ice Yacht Association

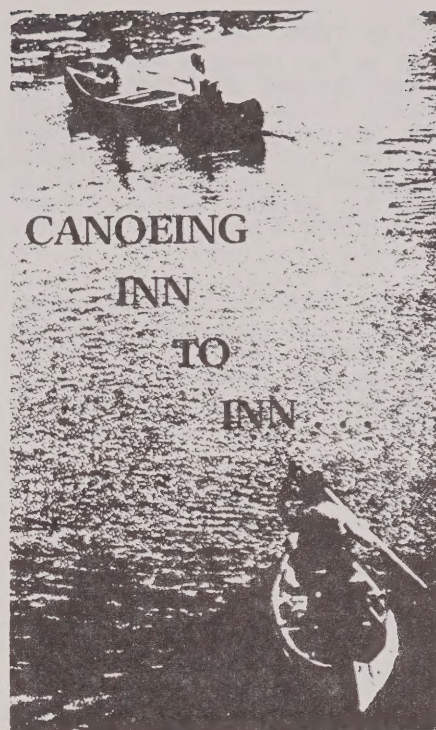
For further information, call:

Hal Chamberlain (Milton, Mass.) 696-2582
Stew Hamel (Sharon, Mass.) 784-6896
Jeff Kent (Weymouth, Mass.) 331-5544
Lloyd Roberts (Camden, Maine) .. 207-236-8803
Lee Turner (Wolfboro, N.H.) 603-569-2971

Ice Boating Facts

the WHERE

There is an active telephone network among ice-boaters which serves to locate where the best ice boating conditions exist. That information is put on tape each Thursday and Friday evenings and is available to all from 7 p.m. on by calling 585-8855. . . in Kingston, Mass.



CANOEING INN TO INN

CANOEING INN TO INN

In the January 1st issue was a short article by Joe Zammarelli on the possible pleasures of canoeing from inn to inn on a river such as the Connecticut. Well, this elicited a reply from one reader informing us that such a program exists organized by Art and Dianne Sharkey of the Stone House Inn in North Thetford, VT. The Sharkeys sent on their brochure and details of their program.

Beginning the week of June 25th and ending the week of August 20th, they offer two weekly trips of three days each, limited to eight persons. Everything is provided, canoes and related gear, necessary overland baggage transfers, etc.

The itinerary is as follows: The trip starts at the Ledyard Canoe Club in Hanover, NH where the group assembles and is taken by shuttle bus north to the Haverhill (NH) Inn. After over-nighting here, the group sets out downriver. Lunch is onshore at a grassy pasture or sandy beach. The day concludes at the Stone House Inn in North Thetford, VT, right on the river. The following day the group resumes the trip downstream to the Ledyard Canoe Club in Hanover, where individual's cars have been left. The final night is spent at Moose Mountain Lodge high on the western side of Moose Mountain overlooking the stretch of Connecticut River valley just travelled.

You can obtain a brochure and details on registering for such outings from Arthur Sharkey, The Stone House Inn, No. Thetford, VT 05054

GOT ANY WINTER ACTIVITY PLANNED?

Not much happening in winter, but if you or your group have indoor or outdoor activities planned during the winter, let me know so I can list them here.

16-1/2' TOWN CLASS sloop, built in 1964 by Pert Lowell of Newbury, MA. Copper fastened pine planking on oak frames. Completely restored in 1984, new deck canvas, mahogany coamings, toe rails, rub rails, spars refinished, hull painted inside and out. Almost new sails (two seasons). Ready to go. \$1500. BOB HICKS, Wenham, MA (617) 774-0906 after 5 p.m. (20)

DACRON MARCONI SAIL, luff approximately 17', 6", foot approximately 10'. 3/8" boltrope. Has 9" x 27" window. Good condition. Asking \$50. DON CURRY, W. Buxton, ME (207) 727-3378. (20)

A SHORT HISTORY OF AMERICAN ROWING, informative compact history of the oldest outdoor sport in the U.S.A. Traces today's resurgence in rowing for sport back to its inception in the early 19th century, plus includes summary of results of the major, long running rowing regattas over the years. Hard cover \$14.95, paperback \$7.95, plus \$1.50 each postage and handling. TOM MENDENHALL, RFD 501, Vinyard Haven, MA 02568. (617) 693-9675. (20)

LAPSTRAKE PULLING BOAT: 16', 4" cedar on oak, cherry transom, a real beauty in excellent condition. Asking \$2500. CLEARWATER, 112 Market St. Poughkeepsie, NY 12601. (914) 454-7673. (20)

16' ANNISQUAM FISH CLASS CATBOAT, structurally sound but needs cosmetic restoration (new deck canvas, cockpit coamings, rubrails, spar refinishing, etc.). Includes almost new sail (one season) and all rigging. A classic Cape Ann catboat daysailer/racer built in Gloucester by Montgomery since the 1930's. \$750. BOB HICKS, Wenham, MA (617) 774-0906 after 5 p.m. (20)

16' CANOE: Completed Trailcraft kit canoe fiberglass covered canvas - excellent - \$100 firm. CHRIS KOHLER, Hamden, CT. (203) 288-9000. (19)

QUALITY LEAD DRAFTSMAN'S DUCKS. 4 lbs, brass wire, felt bottoms. Gloss black. \$9.50 each post paid in continental U.S. ROB PITTAWAY, The Water's Edge Company, 222 N. Water Street, Stonington, CT 06378. (21)

X21 1980 21' FIN KEEL, state of the art daysailer, many options, fast, stable, good looking, \$7500. TOM PERKINS, Westport, MA (617) 636-2250. (21)

AUTHENTIC ADIRONDACK GUIDE-BOAT, probably Hamner built. Wine-glass stern. Basically sound, but needs complete restoration. Desire to trade for Grummon Sportcanoe or will consider offers. BILL MILLIS, 76 Main Street, Waterville, Maine 04901. (207) 872-8969. (19)

Classified Marketplace

ICE BOAT: Modified DN, includes hull, runner plank, runners, alum. mast, needs sail, boom and some hardware. \$300 or trade toward rowing skiff/shell or kayak. PETER STEVERS, Hopkinton, RI. (401) 377-4301. (19)

SELLING OUT: I am selling out a large quantity of marine items that were part of my boatbuilding business over the last three or four years, boats & molds, FG materials & equipment, tools & machinery, lumber, fasteners. All these items are drastically reduced for quick sale. The best time to call me is 5:30 PM. STAN STOKOWSKI, Saugerties, NY. (914) 336-6582 (19)

21' FAST CANOE, built in 1930's by J.R. Robertson of Auburndale, MA for four man canoe racing on the Charles River. Cedar strip planked on narrow bent frames, bright finished inside and out. Perfect condition. Can be paddled by two or four or would easily accept a sliding seat rowing rig for conversion to fast pulling boat. \$1200. BOB HICKS, Wenham, MA (617) 774-0906 after 5 p.m. (20)

DN ICE YACHT - Excellent condition. New spars and sail - asking \$900.00. VAN NEWBERRY, Essex, MA (617) 768-7110 after 5. (19)

REPAIR AND RESTORATION of wood and wood/canvas canoes and boats. It's time to have your treasured boat repaired for next year. WILLIAM CLEMENTS BOATBUILDER, P.O. Box 87M, N. Billerica, MA 01862 (617) 663-3103 (TF)

18' TOPPAN DORY LAUNCH. Built in Medford, Mass. in 1920's. Powered by a 1912 gas, make and break Hubbard engine. The hull was completely wooded and all unsound wood replaced, engine was rebuilt and bronze bearings installed in place of babbbet bearings. Asking \$3000. DENISE, Brookline, MA (617) 522-6547. (19)

16' OLD TOWN LAKE ROWBOAT, Rangeley hull lines built canoe style (canvas covered cedar planking on wide ribs). Built in 1930's, restored in 1983. Two rowing stations with two pair 7' oars and bronze oarlocks; 65 sq. ft. spritsail rig (new) with rudder and leeboard. Buoyancy sponsons outboard on gunwales. Dark green exterior, light gray interior, bright (Deks Olje) thwarts, rubrails, breasthooks, spars, tiller, rudder. \$1200. BOB HICKS, Wenham, MA (617) 774-0906 after 5 p.m. (20)



EASY BUILD GEODESIC SNOWSHOE 14 Airolite construction, 20 lbs. Build for less than \$75.00. Plans include full size patterns. \$24.95. MONFORT ASSOC. Box 1490MA, Wiscasset, ME 04578. (TF)

12'6" MAINE CATBOAT - Sloop or cat rig, fine wood detail, fiberglass hull, fast, maneuverable w/alum. trailer. \$2450. BRUCE OR TONY, New York, NY. (212) 925-3909. (19)



17' POWER DORY. Antique? Hull needs considerable work but is rebuildable. Engine is 2 cylinder Palmer HH, 7 hp, has been stripped, rebuilt and test run, ready to install. Trailer is in very good condition, tilt bed with winch. Includes all fittings, copper tank, brass steering wheel, propeller, shaft, etc. \$900. RON GINGER, Framingham, MA (617) 877-8217. (20)



16'6" LAUNCH - Built '82. Based on Town Class hull with 4.5 hp Wisc. air-cooled engine drives var. pitch prop (F-N-R) compl. with cruising gear & cockpit cover. Teak trim. \$3300. PERT LOWELL CO., Lanes End, Newbury, MA 01950 (617) 462-7409 (20)

15-1/2' BOLGER SHARPIE, good condition, complete, row or sail. \$500. LANCE GUNDERSON, Cambridge, MA (617) 491-0224. (19)

Looking for a Boat or Gear?

ICE BOATS: 3 DN's & 1 mod. E. Boat, 2 pl. fore & aft. Will sell any three. JOSEPH GAVIN, Harwich, MA (617) 432-0881. (20)

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WANTED: RUDDER magazines, 1925-1955, also catalog of the Herreshoff Mfg. Co. and Lawson HISTORY OF THE AMERICA CUP. K. COOLIDGE, Medomak, ME (207) 529-5204. (20)

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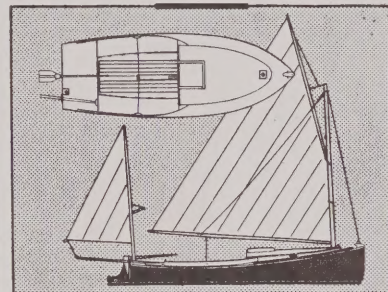
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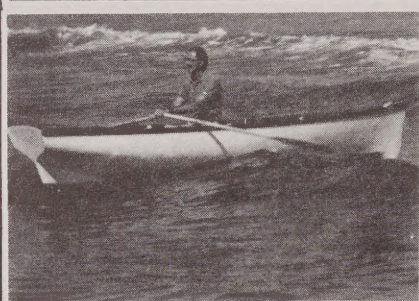
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